

# HYSTERICAL NEWSLETTER

Volume 2

Number 12



HYSTERICAL NEWSLETTER  
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DECEMBER 1984

EDITORIAL

As I sit here this post Thanksgiving morning reflecting on the many things which I as an individual have to be thankful for, the thought occurred that it would be appropriate to share a few of them with you. Most of you have met Carol so I'm sure you have reached the obvious conclusion that I'm thankful for her existence and the wonderful support she has given me over the past 37 years, not to mention her significant part in the development of our three lovely daughters. What Dad wouldn't be thankful, and proud, of three well adjusted ladies who have established themselves in the medical and legal professions.

Certainly numbered high on the list of the many things I have to be thankful for is my association with all of you, both individually and collectively. Your ever willing attitude and desire to accomplish and do whatever is necessary to insure a successful program is a constant source of amazement and pleasure.

In an even broader sense, I'm certainly thankful for the rich heritage provided by my country, my military background, and that provided by that valiant band of volunteers who 43 years ago this month "rallied round the flag" at the time of CAP's establishment. This is the same bunch who later produced much of our heritage from their individual traits. They ran the gamut from the wealthy Hugh Sharp who received a hero's welcome in the White House to the unnamed mechanic who hitch-hiked from Oklahoma with two dollars in his pocket to serve at Coastal Patrol Base 10 in Beaumont, Texas. They include the likes of our own Bill Madsen who provided much needed guidance to the budding Courier service and to Louisa Morse who served as an instructor even before becoming an "official" member. They served their country towing targets for fledgling gunners to shoot at and whatever other jobs were required of them in defense of our country. I would suggest that each of us, in our own way take time to give thanks for the rich heritage provided by those who have gone before us in our great organization.

Les

ABOUT THE COVER

Lee's cover is obviously appropriate for an anniversary issue. I think it serves well as a rather whimsical salute to an organization who over the past 43 (40 depicted) years has matured from the jaunty bright eyed (guarantee they're bright behind the ever present Ray-Bans) youngster to the tired eye mature professional who can still get the job done.

SPECIAL SUPPORT RECEIVED

As mentioned in last month's HNL, Fred Shiner (AF/CHO) has graciously provided us with a significant amount of Air Force Historical Publications. Attached is a list of the material received. As with the AASLH and WARRIOR material listed earlier, all items listed are available for loan upon your request.

## TO FLY

Thanks are due to Louisa for sharing with us the attached poetry by Paul Garber. Not being a fan of "High Flight" Dr. Garber composed this work for his use at appropriate occasions.

## PROGRAM DEVELOPMENT

By now each of you should have received your copy of the "Handbook" and the "Oral History Self Study Guide." If you haven't, let me know and I will provide you with a copy. This very nearly completes the documentation phase with only the indexing guide remaining to be published. Although rather slowly, identification of Region and Wing Historians continues. To date, I would estimate that we're at about the 40 percent mark with only one commander declining to appoint a historian at this time due to a shortage of personnel.

## PUBLISH OR PERISH

Not only roosters like to crow. Every once in awhile humans also do. I am certainly no exception. So indulge me by reading the attached "Wings For The Flying Minutemen." After some 20 years of membership in The Company of Military Historians I have finally been published in the Journal. Incidentally, since this is perhaps the most prestigious military history group I know of, the exposure for CAP history should prove an asset.

Monograph Number 5 was recently published with a copy being included with this mailing to all Committee Members. Others may order a copy from the Bookstore in the usual manner. This publication reflects a deviation from our norm of publishing material prepared by committee members, hence a word of explanation. The author, Lt. John Hennigan, USN is a regular Navy pilot who specialized in Anti-Submarine Warfare. Some time back he contacted Lib and I for assistance in writing a paper in connection with his work on a Masters in History at the University of Florida. Monograph 5 is the result of his work. For reasons adequately stated in the Foreword I chose to publish it as a tribute to my favorite CAP people, Coastal Patrolmen. I hope you enjoy this different point of view of the well known material on the subject.

Just sent the December "Historical Notes" to the publisher of "The CAP News." Although we have material on hand for the January and February issues I will feel much more comfortable with a little more cushion. So! If you will, put on your author's cap and prepare a couple of columns and submit them to me for further editing. Remember 400-500 word limit and a simple line drawing illustration which ties in with the central theme.

## ALLAN'S CLAIRVOYANCY

Looks like Allan dusted off his crystal ball and read my appeal for "News" items before I published it above. He recently sent me a piece on Chaplain's Insignia which I have forwarded to the editor and the attached one entitled "CAP'S CAVALRY." Chose to publish the cavalry piece in this medium as the drawing size would not facilitate formatting of Historical Notes. At any rate, thanks to Allan for both well written items.

## GOALS

No report due. Again, work hard.



SEASONS GREETINGS

Carol and I would like to take this opportunity to extend to each of you our sincere wishes for a happy holiday season for you and yours.

Les  
December 1984

DISTRIBUTION:

Members NHC  
Selected Individuals



Foulois and the U.S. Army Corps, 1931-1935.

By John F. Shiner.

The United States Air Force in Korea, 1950-1953.

By Robert Frank Futrell.

Air Base Defense in the Republic of Vietnam.

By Roger P. Fox.

The U.S. Air Force in Southeast Asia: The advisory Years, to 1965.

By Robert Frank Futrell.

The U.S. Air Force in Southeast Asia: Development and Employment of Fixed-Wing Gunships, 1962-1972.

By Jack S. Ballard.

The U.S. Air Force in Southeast Asia: Tactical Airlift.

By Ray L. Bowers.

Operation Ranch Hand: The United States Air Force and Herbicides in Southeast Asia, 1961-1971.

By William A. Buckingham.

The United States Air Force Search and Rescue in Southeast Asia, 1961-1975.

By E. Hawkins Tilford.

Air Power and Warfare

Eighth Military History Symposium, 18-20 October 1978. Ed. by Col. Alfred F. Hurley.

The American Military and the Far East.

Ninth Military History Symposium, 1-3 October 1980. Ed. by Joe C. Dixon.

Air Superiority in World War II and Korea.

General Editors: Richard H. Kohn and Joseph P. Harahan.

Planning and Organizing the Post War Air Force: 1943-1947.

By Herman S. Wolk.

Ideas And Weapons.

By Irving B. Holley, Jr.

The Command of the Air.

By Guilio Douhet.

The Home Front and War in the Twentieth Century.

Tenth Military History Symposium, 20-22 October 1982. Ed. by James Titus.

The U.S. Air Service in World War I.

Ed. by Maurer Mauer. (4 Volumes)

The Army Air Forces in World War II - Combat Chronology.

By Kit C. Carter and Robert Mueller.

Blacks in The Army Air Forces During World War II: The Problem of Race Relations.

By Alan M. Osur.

Combat Squadrons of The Air Force, World War II.

Ed. by Maurer Mauer.

The United States Air Force in Southeast Asia, 1961-1973--An Illustrated Account.

Ed. By Carl Berger.

Aces and Aerial Victories-The United States Air Force in Southeast Asia, 1965-1973.

Ed. by James N. Eastman Jr., Walter Hanak, and Lawrence J. Paszek.

Air Power and the Fight for Khe Sanh.

By Bernard C. Nalty.

The Air Force Integrates, 1945-1964.

By Alan L. Gropman.

An Aerospace Bibliography.

Comp. Samuel Duncan Miller.

Air Base Defense in The Republic of Vietnam.

By Roger P. Fox.

The Air Force Integrates, 1945-1964.

By Alan L. Gropman.

United States Air Force History: An Annotated Bibliography.

Comp. by Carl Berger and Mary Ann Cresswell.

An Aerospace Bibliography.

Comp. Smauel Duncan Miller.

The Service of Chaplains to Army Air Units, 1917-1946.

Chaplain Daniel B. Jorgensen.

Air Force Chaplains, 1947-1960.

By Chaplain Daniel B. Jorgensen.

Air Force Chaplains, 1961-1970.

By Chaplain Martin H. Scharleman.

A History of The United States Air Force, 1907-1957.

Ed. by Alfred Goldberg

The USAF Scientific Advisory Board-Its First Twenty Years, 1944-1964.

By Thomas A. Sturm.

United States Air Force History: A Guide to Documentary Sources.

Comp. by Lawrence J. Paszek.

Encyclopedia of U.S. Air Force Aircraft and Missile Systems.

By Marcelle S. Knaack.



SUPPLEMENTAL LIST OF BOOKS  
RECEIVED FROM AF/CHO

COMMAND AND COMMANDERS IN MODERN MILITARY HISTORY

USAF Academy Military History Symposium - 1968

SCIENCE TECHNOLOGY AND WARFARE

USAF Academy Military History Symposium - 1969

COMMAND AND CONTROL AND COMMUNICATIONS STRUCTURES IN SOUTHEAST ASIA

Air University, The Air War in Indochina  
Volume 1, Monograph 1

AIRPOWER AND THE 1972 SPRING INVASION

USAF Southeast Asia Monograph Series  
Volume II, Monograph 3

LAST FLIGHT FROM SAIGON

USAF Southeast Asia Monograph Series  
Volume IV, Monograph 6

AIR FORCE HEROES IN VIETNAM

USAF Southeast Asia Monograph Series  
Volume VII, Monograph 9

ENCYCLOPEDIA OF US AIR FORCE AIRCRAFT AND MISSILE SYSTEMS - VOLUME 1, POST-WORLD WAR II FIGHTERS, 1945-1973

By Marcelle Size Knaack

# TO FLY

To fly, Dear God in Heaven, to fly  
To see Thy world from Thy vast sky  
To pilot my airplane high and low.  
To ride the wind wherever I go.

To climb through dark clouds-then  
Suddenly a burst of light and sun I see.  
Climbing higher, I look below  
And see that the clouds are white as snow.

I know that the world is way down there  
But I'm above all worldly care,  
Onward I fly, alone, serene,  
Immersed in a wonderful, beautiful scene.

But then, alas, I must go down again,  
To earth's gray shadows, to mankind's domain  
But my heart is enriched, my soul lifted high  
Because-for a while-I was up in Thy sky.

To Col. Louise Morse  
with my gratitude for  
your gift of memorabilia  
which represents in the  
National Air Museum  
the importance to our  
national air education and  
interest of the  
United States Air Patrol

Paul Edward Garber  
Historian Emeritus  
Ramsey Fellow  
Smithsonian Institution

Paul Edward Garber  
Historian Emeritus  
and Ramsey Fellow  
National Air  
Museum  
15 June 1961

# MILITARY COLLECTOR & HISTORIAN

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THE PURPOSE OF THE JOURNAL IS TO DISSEMINATE INFORMATION ON THE MATERIAL CULTURE, HISTORY, AND TRADITIONS OF MEMBERS OF THE ARMED FORCES OF THE UNITED STATES WORLD WIDE AND OF OTHER NATIONS SERVING IN THE WESTERN HEMISPHERE.

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Address all general business or advertising correspondence to The Company of Military Historians, North Main Street, Westbrook, CT 06498.

Address all editorial correspondence to the Editor, CAPT. Howard Browne, 24 Kay Street, Newport, RI 02840.

Address all publications for review to Company of Military Historians, North Main Street, Westbrook, CT 06498.

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## WINGS FOR THE "FLYING MINUTEMEN"

Much has been written in regard to our low level of preparedness at the beginning of World War II. One of the less documented areas is the one relating to the sinking of several hundred ships along our own coastline by the German submarine fleet. If we were to be successful in our war effort these sinkings needed to be stopped. Because of their limited capability, the military establishment needed help. As at Lexington and Concord citizens stepped forward. These, however, were not equipped with musket but with an assortment of light aircraft. They were members of the newly formed Civil Air Patrol (C.A.P.). In every sense of the word, whether involved in coastal patrol or the other wartime missions of the CAP, these intrepid people were truly "Flying Minutemen".

Coincident with the establishment on 1 December 1941, the U. S. Office of Civilian Defense (O.C.D.) published information on the organization, purpose, program, and enlistment in the Civil Air Patrol. This publication clearly stated the "uniforms were being denated and that insignia was being patented." Under consideration at this time were the pilot and observer wings illustrated by Figures 1 & 2.<sup>1</sup> Designed by the Institute of Heraldry (TIOH)<sup>2</sup> these versions were not approved. The approved version, also designed by T.I.O.H. are shown as Figures 3 & 4.<sup>1</sup>

Comparison of the two designs indicates the principle difference is in the direction in which the eagle faces on the pilot's wings and the decision to use the classic "halfwing" design for the observer. Before continuing, it is necessary to break the development of C.A.P. wings down to three distinctiive types by period of use. Those thus far discussed should be considered as type I wings with a period of usage from the beginning of C.A.P. in 1941 until replaced in 1948<sup>3</sup> by type II wings illustrated by Figure 5 which remained in use until January 1977<sup>4</sup> when they were replaced by the type III ones illustrated by Figure 6.

It is the development and usage of type I wings to which this article will be restricted. Illustration of the wings under study was not included in the December 1, 1942 O.C.D. publications. In view of the time sequence involved it is reasonable to assume that they were in the process of being patented. This assumption confirmed by examination of tentative specifications<sup>5</sup> which have as an attachment and illustration of the wings shown by Figures 3 & 4.

The use of type I wings is covered very specifically in contemporary OCD regulations<sup>6</sup> which states "Pilot and Observer wings, of metal, 2½ and 1½ inches, respectively, in length, shall be worn above the left upper blouse pocket of the uniform." Unlike the current wings, the type I wings incorporated enameling of the central circle/triangle and propeller device which is common to many C.A.P. insignia items. To be specific, the circle was blue with a silver triangle enclosing a red three bladed propeller. Manufacture of the insignia was closely controlled with very few bieng made.

Three manufacturers have been identified, they are:

1. General Equipment Manufacturing Company (GEMSCO) of New York
2. Robbins Company of Attleboro, Massachusetts
3. The Green Company of Kansas City, Missouri.

For the most part they were manufactured in sterling silver although variations of the GEMSCO wing has been observed with silver colored metal plating over a brass stamping.

Although no distinction is made in the type of wings worn, four classifications of pilots were specified in contemporary regulations.<sup>7</sup> The first of these is simply a pilot who was required to have a private pilot certificate or higher. In order to qualify as a duty pilot it was necessary to have completed 225 hours of C.A.P. training and have 200 hours logged as a pilot including, 75 hours of cross country flying, 30 hours of CAP flight training and at least 15 night landings.

In order to qualify as a senior pilot it was necessary to have an instrument rating plus a minimum of 400 hours as a pilot including at least: 150 hours of cross country flying and 50 hours of CAP flight training. A master pilot was required to have a minimum of 1000 flying hours including; 250 hours in an aircraft of not less than 400 HP, 500 hours of cross country flying, 40 hours of night flying, 50 hours of instrument flying and 70 hours of CAP flight training. It is interesting to note that at this time it was possible to be an enlisted pilot as evidenced by the fact that the cited reference specifies; as a minimum, warrant officer grade for duty pilots. Other categories of pilots had as a minimum grade, sergeant.



1



2



3



4



5



6

LEERAGAN  
SEPT. 82



As announced by CAP News Bulletin<sup>8</sup> in 1945, T.I.O.H. developed the specialize wings illustrated by Figures 7 thru 9. It was the intent to authorize CAP pilot wings with a star for those who qualified as a pilot officer under the flight proficiency program and a star and a wreath for master pilot officers. Observer wings with a star were also designed to designate observer officers. In all probability this was an attempt to differentiate between officer and enlisted aircrew members. No evidence exists that these specialized wings were produced.

Because of their close resemblance to certain German insignia of the period, an unauthorized CAP wing was very commonly used. It was hand made by removing the CAP emblem from a pair of CAP type I wings and attaching it to the basic 3 inch USAAF observer wings. These are illustrated by Figure 10. As was the case in the evolution of Air Force wings when they moved from the World War I bullion (cloth) wings to the current metal type, the demands of the field were heard. Or, perhaps it was merely a desire to adopt

wings looking more like other US wings. In either event the aforementioned Type II came into being.

*L. E. Hopper*

\* \* \*

1. Manuscript material contained in author's file relating to The Institute of Heraldry Activities.
2. General Order Number 1, Office of Civilian Defense, Civil Air Patrol, National Headquarters, 7 January 1942, Section IX.
3. CAP Regulation 50-1, 20 December 1948 and Air Force Regulation 45-11, 11 January 1949.
4. Although the Type III wing came into being in 1975 or 1976, CAPM 39-1 January 1977 is the earliest available reference.
5. Tentative specification (unnumbered) "Insignia, Brassards, and Badges, Civil Air Patrol" pencil dated 1/10/42.
6. Office of Civilian Defense Regulation Number 2, supplementary order Number 2, 28 May 1942. paragraph 5 (d).
7. CAP Rules 17, 18 November 1943, paragraph 5.
8. CAP News Bulletin Volume IV No. 25, 24 August 1945.
9. Letter, Office Quartermaster General 17 April 1945, Subject; Assistance of OQMG in Design of CAP Devices and Emblems.



7



8



9



10

*LEERMAN  
SEPT. 82*

## CAP'S CAVALRY

Now for something different! Boots and saddles. Spurs and Campaign Hats.

These were among the most unusual uniform items ever worn by CAP members, but they were a real part of our history.

As shown above, in the drawing by Major Lee Ragan, the mounted units of CAP looked very much like the U.S. Army Cavalry units of the early 1900's. But of course the CAP "Troopers" wore the CAP patch and insignia, as well as the red trim and shoulder straps.

Nevada's unique mounted squadron was typical of a number of mounted units formed in the western United States during World War II. Organized in Reno, in February 1942, by Captain Jack Layland, a retired British cavalryman, it went on to earn a place in history.

The "mounties," both men and women, worked alone or with aircraft in search and rescue activities for the U.S. Army. They were most useful in the rocky areas where the military and even aircraft could not always be sure what was there. The mounted CAP units could travel where trucks could not. They guarded wrecked aircraft and most important could give first aid and could pack out the injured on special types of horse born litters, in the days before practical helicopters.

The rider carried sidearms, bedrolls, food and water, and were prepared to spend days at a time in search of missing Army Flyers. Portable radios were not always reliable or available to the "mounties", so homing pigeons often became the primary communicators in remote regions.

When the War ended the squadron was disbanded. Many of the members regrouped and helped form the Nevada State Rangers, a statewide emergency services organization.

There is no official documentation to authorize these uniform items. It appears to be that they were locally adopted in the field because they filled a practical need.

Proposed for Historical Notes  
by: Lt. Col. Allan F. Pogorzelski

Sources: Hist. Monograph 4  
& Colby Collection



LEE RYAN  
BY

Plate Number Five